

Sep 1970

Where R.R. Station Heber City

Who: Utah Tourist & Publicity Council

Done: Took " " " "

For a ride down the track to
Sand Slide & Back.

Present:

Lee Jorgensen

Local: Lowe Ashton

R.R. Green

[illegible]

[Faint handwritten notes at the bottom of the page]

11 Sep 1970

9 AM Old R.R. Station
thru 12 Noon

Project: Present the "Save the Heber Creeper"
Idea to the Wasatch State Park Officials.

Those Present:

7 { Harold Tippetts
Oliver Gentleman
Gripple man & crutches
LeRoy Johnson
Gordon Harmston
Lee Jorgensen Tourist Publicity Council } Utah
State
Parks
Commission

Lowe Ashton	Jay. Rod. Edwards
Ed McLaughlin	Harold H. Smith
R. Raymond Green M.D.	Leon Ritchie
Russell Wall	Robert Provost

What was done:

Ed. McLaughlin presented maps, charts, feasibility figures, maps in U.S. where such railroads are operating, Map of Wasatch State Park, Heber, Provo Canyon & How it all ties together.

Then all above dignitaries took the Switch Engine & 2 hand cars down the tracks to the sand slide on the tracks just above Deer Creek Dam & back to Heber City.

Then more but short discussion
State Park Men went back to Heber S.L.

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1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th 11th 12th

September 11, 1970

Wasatch County Chamber of Commerce
Wasatch Railway Museum
875 South Main
Heber City, Utah 84601

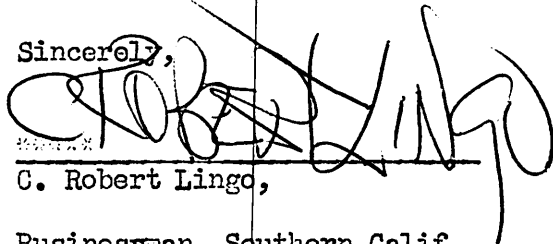
Gentlemen:

I have recently become interested in your project to develop a steam tourist railway in the Provo Canyon area. I have discussed the project quite thoroughly with my son in Salt Lake City, who has been in contact with you this past week. The project appears to be quite well organized, financially and economically very feasible, in addition to its obvious advantages in the large tourist industry in Utah. I am also impressed with your rolling stock and related equipment. There is little doubt in my mind that your project is one worthy of all the support it can get.

I would be eager to help you in any way I can. If you are at any time in need of financial assistance to get the project started, I would be happy to discuss the matter with you.

Best wishes in your endeavor, and let me know if I can help you, now or in the future.

Sincerely,



C. Robert Lingo,

Businessman, Southern Calif.



THE WESTERN CASUALTY AND SURETY COMPANY
THE WESTERN FIRE INSURANCE COMPANY



GORDON MENDENHALL AGENCY

2 South Main Street

HEBER CITY, UTAH 84032

September 11, 1970

COPY

Mr. Leon Ritchie
President
Wasatch Chamber of Commerce
Heber City, Utah 84032

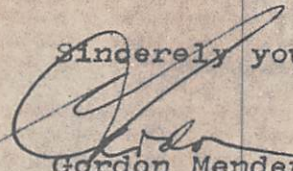
Dear Leon:

I am wondering what it would take to get back in the good graces of the people who are promoting the the railroad in Heber Valley.

Up until the time that we had the meeting in the Court House with the State Parks Road Commission and all other dignitaries, no one in Wasatch County had done anymore to promote this railroad than I had and I have files and letters and telephone bills to prove it. However, because of the fact that I had enough intestinal fortitude to bring our meeting to somekind of a conclusion the other day, it appears that I have been black balled because I am not even invited to your meetings any longer, nor have I had any kind of a notification that I was welcome to take a ride on the railroad, even though I did show up because of my own interest.

I would like to inform you that I am willing to help and do everything I can because I am convinced that this is a good thing for our valley. If I can be of service Leon, in any way, I would certainly be very happy to assist.

Sincerely yours,


Gordon Mendenhall

nj

cc: Mr. Lowe Ashton

September 11, 1970

Wasatch County Chamber of Commerce
Wasatch Railway Museum
875 South Main
Heber City, Utah 84601

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I would be eager to help you in any way I can. If you are at any time in need of financial assistance to get the project started, I would be happy to discuss the matter with you. !

Best wishes in your endeavor, and let me know if I can help you, now or in the future.

Sincerely,

A large, stylized handwritten signature in dark ink, appearing to read "C. Robert Lingo". The signature is written over a horizontal line.

C. Robert Lingo,

Businessman, Southern Calif.

SAVE THE RAILROAD PROJECT:

Sept. 12, 1970:

Comments on State Park Meeting on railroad as of Friday 11th, 1970:

Suggestion from Johnson of Provo that we definitely contact the Provo Chamber about the saving of the Road. He suggested we also pay them some fee for the right of way.

I don't like this, particularly during the experimental period, but do feel that we should arbitrate some type of agreed upon figure.:

Recommendation to Leon Ritchie:

That we call a meeting of the Wasatch Chamber of Commerce and the Heber City and Wasatch County Officials, and Organize a standing Special Committee, consisting of members of all three official organizations, empowered to act for the three, but financial subject to the approval of all three. That a Chairman be appointed, and a Secretary and Publicity Chairman be appointed, and that the chairman then choose four more people, one of whom must be a Heber City government representative and one of whom must be a Wasatch Co. Commissioner.

These board of seven then negotiate with the Railroad people on a presentation to make to the State of Utah.

I also believe that Sen. Bob Clyde and Rep. Dan Dennis should be involved.

- 1/ Publicity
2. Contact
- 23 Finance
- 4.

Made an effort to get in touch with Robert Redford group in Provo, Stan Collins, who said they would be back in touch before evening. They never did. If this is Dr. Greens cousin, I'll suggest that we have him contact this group again, with the disguised threat that we are going to probably compromise on Deer Creek dam site to avoid any conflict with the State Road in our proposal and to give them as much of the 90 # rail as we can. Unless we can be confined by the Redford group to push for Wildewood.

Sept. 14: Contacted by Ed McLaughlin, who contacted man in Black Hills Railroad: They lost money for first 8 years of operation. Several problems caused most of this:

1. Operating on a lease basis on a freight moving railroad therefore subject to ICC operation controls, railroad union wages, personell requirements ect.
2. Started under the mistaken assumption that the public wanted narrow gauge and spent \$80,000 ~~at~~ laying a third rail down with existing track that was wasted.
3. However, Mt. Rushmore is a great drawing card, and this year will attract over 2,500,000 visitors. He cannot haul all the interested people and will have to buy more train facilities. This year he ~~will~~ has already hauled over 69,000 people and is still going.

Ed and I chose this railroad for comparison because it appeared to be the most like our potential in the area. 20 mile run, simular equipment, in a rural area served by a national highway (US 16) and the primary drawing card something else. However, it is in a very sparsley populated area. The two towns it runs between Kingston and Hill city both have less than 500 people. The largest town close by is Rapid City S.D. and it has around 48,000 people. The 40 air mile radius couldn't contain 60,000 people total, where we have 1,000,000 plus. We could compare the drawing power of the L.D.S. temple with Mt. Rushmores, plus we would have Mt. Timpanogas Nat. Monument, Wasatch Mt. State Park, Cascade Springs, Golf course, and the Homestead, asin this immediate area, plus the colleges in Salt Lake & Provo to consider as prime ~~prime~~ people attracting items.

OVER

Sept. 12, 1970

Dr. Stephen L Carr
Cotton wood Mall Suite 267
4835 Highland Drive
Salt Lake City, Ut.

Dear Dr. Carr,

Thank you very much for the copy of your letter to Mr. Helland. This is exactly what we need at this stage of the game, letters from an aroused public to let the Utah Highway department know that citizens are interested in saving this railroad.

The Highway department has placed what we believe to be impossible conditions that we must meet to save this section of the railroad, so our only possible method is to arouse enough public sentiment to give us enough time to make a reasonable presentation to the Highway department.

I did notice in the Tribune this morning that a decision has been postponed until the 23rd, and this postponement was credited partially at least to our efforts to save it, as well as the fact that the low bidder was disqualified. I am inclined to believe that the latter reason was the real one.

As a Chamber of Commerce, we have concurred with the Highway department that there is simply not enough room in the lower part of the canyon to rebuild the hiway and keep the railroad, so we have concentrated our efforts on the section from Wildwood to Heber City. Economically, we believe that our railroad will be far more successful on a shorter run anyway.

We will attempt to run some excursions along the proposed route periodically during the coming week. The Wasatch Railway people have brought up a small switching engine and a couple of small side cars and we have been taking State agencies such as the Utah Tourist Council and the State Park Commission for tours to gain their support. If you would like to take a ride, please contact me or anyone you may know in the Wasatch Railroad Foundation, and I am sure we can arrange for it.

Again, Thank you for your support.

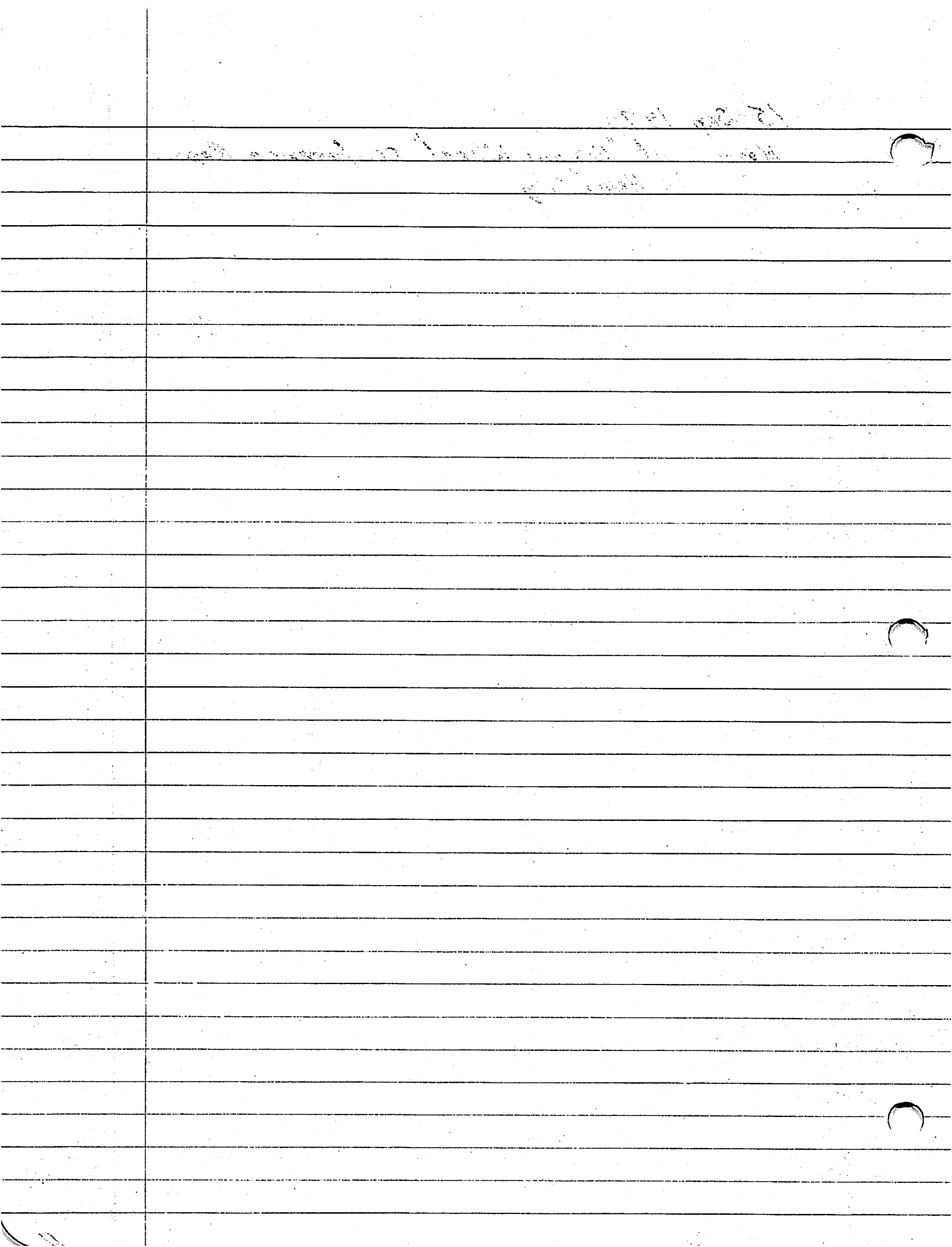
Sincerely,


Lowe Ashton

0420

15 Sep 1970

Noon at "Wagon Wheel" conference Room
in Heber City



STATE OF UTAH
OFFICE OF THE GOVERNOR
SALT LAKE CITY

GALVIN L. RAMPTON
GOVERNOR

September 15, 1970

Mr. John L. Sullivan
5304 Avalon Drive
Murray, Utah 84107

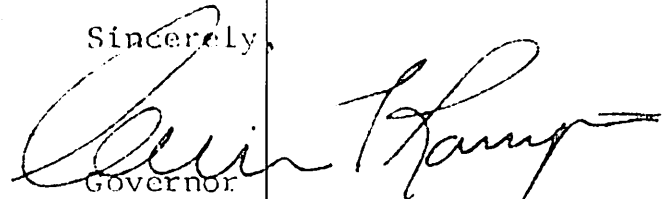
Dear Mr. Sullivan:

Thank you for your letter of September 13, 1970, and your comments regarding the proposed improvements by the Utah Department of Highways in Provo Canyon.

I also have some second thoughts regarding the removal of the railroad tracks and the widening of this highway. As a result, I have requested that the Utah Department of Highways hold the letting of a contract until I have had an opportunity to discuss this matter with the department.

I appreciate your comments, and I would like to assure you that they will be given consideration prior to any final decision being made.

Sincerely,


Governor

Wasatch Chamber of Commerce

SITE OF WASATCH MOUNTAIN STATE PARK AND GOLF COURSE
HEBER CITY, UTAH 84032

September 15, 1970

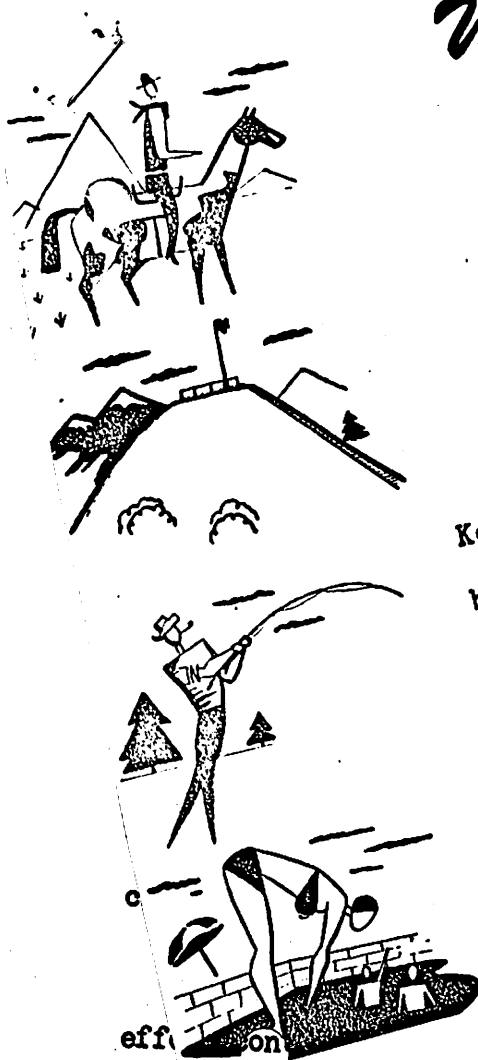
THE BLACK HILLS CENTRAL

The Black Hills Central, running between Hill City and Keystone, South Dakota (both below 500 people population) chosen because of its similarity to operating distances, 20 miles, to the Wasatch Mountain Railway's tentatively proposed route; similar equipment; located in a sparsely populated rural county; with a major tourist attraction within a 40 mile radius, Mt. Rushmore; and a U.S. highway, U.S. 16, as a primary travel artery.

Mr. Heckman, primary owner of this railroad, indicated they have been in operation 14 years, now operating profitable after a period of loss due to the following circumstances. An original assumption was made that the public would be more interested in narrow gauge, which it is not. The company operating on standard gauge trackage, spent \$80,000.00 during first years in the laying of a third rail for the narrow operation. This proved to be a financial disaster. Liabilities include the fact that this company or from an existing trunk connecting line, and the Hills Central is subject to I.C.C. regulatory crew requirements, thus they were faced with expenditures which were extremely difficult.

Paradise of the Rockies

The most people compared to carefully cultivated, would provide the base for the first few years until 1,000,000 plus local same radius. This potential, if



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and the B.Y.U.

the proposed rail
should compare fa rab.



Wasatch Chamber of Commerce

SITE OF WASATCH MOUNTAIN STATE PARK AND GOLF COURSE

HEBER CITY, UTAH 84032


September 16, 1970

In the interest of time, this committee studied a list of scenic steam excursion railroads operating apparently profitably and having similarities to our relatively unique circumstances.

Two tourist railways were chosen for this initial study. The Stone Mountain Scenic Railroad in Stone Mountain, Georgia, chosen because it is a profit oriented railroad apparently operating on some type of foundation base, within the confines of and on the land of a Georgia State Park. A financial statment of the Stone Mountain was analyzed by and a contact was made by Mr. Gordon Mendenhall. The second choice, The Black Hills Central, was chosen for equipment and geographic simularities by Mr's. Ed McLaughlin and Lowe Ashton. Contact with the Black Hills Central was made with the operators by Mr. McLaughlin. Additional contact and comments were made with the Roaring Camp and Big Trees Railroad, Fulton, California, by Mr. Ashton.

"SAVE THE HEBER CREEPER COMMITTEE"

Paradise of the Rockies



COME PREPARED
FOR A GREAT TIME.

Wasatch Chamber of Commerce

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Wasatch Chamber of Commerce

SITE OF WASATCH MOUNTAIN STATE PARK AND GOLF COURSE

HEBER CITY, UTAH 84032

2

WHEREAS, if the tracks between Wildwood and Heber City are removed after the railroad equipment has been transferred there will be lost forever to the State of Utah a unique opportunity to develop an outstanding tourist attraction, and

WHEREAS, the following unique circumstances make a scenic steam railroad more favorable now than any other time:

1. State of Utah owns the right-of-way.
2. The right-of-way parallels much of the Wasatch Mountain State Park.
3. Community interest in the tourist attraction.
4. The large amount of valuable steam railroad equipment which is now available through the Wasatch Railway Museum and Foundation Inc.
5. Loss to the Western tourist of the popular Silverton-Durango scenic steam railroad.
6. The growth of steam railroads as tourist attractions have mushroomed within the past eight years.

and,

WHEREAS, the granting of time to the undersigned to

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FOR A GREAT TIME.



Wasatch Chamber of Commerce

SITE OF WASATCH MOUNTAIN STATE PARK AND GOLF COURSE

HEBER CITY, UTAH 84032

3

develop a detailed feasibility study will not cause the State of Utah any financial loss due to depreciation of railroad tracks, and

WHEREAS, contacts have been made with various scenic steam railroads, which are financially sound and making money, and several of which overcame greater problems than those presently facing the creation of a scenic railroad in Provo Canyon and Heber Valley, and

WHEREAS, the undersigned are dedicated to the economic development of Wasatch County and the State of Utah, and

WHEREAS, the rural communities of the State of Utah are lagging behind the Wasatch Front in economic growth, and,

WHEREAS, the undersigned do not propose to ask the State of Utah for state funds to develop the project

NOW, THEREFORE, be it resolved that the Utah State Road Commission and the State of Utah grant to the undersigned a minimum period of four years to develop a scenic steam railroad running from Heber City to Deer Creek Dam and/or Wildwood in Provo Canyon.

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FOR A GREAT TIME.



Wasatch Chamber of Commerce

SITE OF WASATCH MOUNTAIN STATE PARK AND GOLF COURSE

HEBER CITY, UTAH 84032

WASATCH CHAMBER OF COMMERCE

By

Leon J. R. [Signature]
President

WASATCH RAILWAY MUSEUM & FOUNDATION, INC.

By

Jay R. Edwards
President

WASATCH COUNTY COMMISSION

By

[Signature]
Commissioner

HEBER CITY CORPORATION

By

[Signature]
Councilman

SAVE THE HEBER CREEPER COMMITTEE

By

[Signature]
Chairman

Paradise of the Rockies

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FOR A GREAT TIME.





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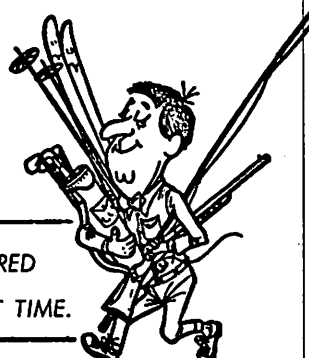
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Paradise of the Rockies



COME PREPARED
FOR A GREAT TIME.

Another rather intagible factor this committee proposes as a partial explanation to the Black Hills Central rather slow success is that it was perhaps a bit premature in starting a historic steam railroad 14 years ago, and presenting it to the public as something unique, during a time when "Iron Horses" were still in daily operation on major American railroads. Steam locomotives did not end their service on many U.S. railroads until the early sixtys. Nowdays the steam engine is a true "antique" which excites the nostalgic memories of the older generation as well as the excitable curiosity of the young.

Their success is totally credited to a tremendous advertising effort continuously maintained, although the movie industry is playing an increasingly important part in their financial success. In 1969, they hauled 60,000 people with a gross revenue of \$158,295.00. In 1970, to date, they have passed the 65,000 mark, and during July and August to quote Mr. Heckman, "turned down more than we hauled". Their growth rate has been 4% and is accelatering.

On a comparison basis, this committee feels that the L.D.S. Temple Square is a tourist attraction equal in national stature to Mt. Rushmore, Timpanogas National Monument, Wasatch Mountain State Park and Golf Course, and the B.Y.U. and U.of U. as additional travel inducements to compliment the proposed railroads potential drawing power. U.S. Highways 40 and 189 should compare favorably with Highway 16 in South Dakota.

The most glaring potential advantages is the 1,000,000 plus local people compared to their 60,000 in the same radius. This potential, if carefully cultivated, would provide the base for the first few years until

the tourist traffic would support the railroad alone.

Contacts made with Mr. Clark, owner-manager of the Roaring Camp and Big Trees Railroad, ~~El~~ton, California, merely confirmed our supposition that the proposal has merit and deserves additional study. He is a professional tourist tour and recreation consultant, whose own railroad is only a successful by-product of the tourist consultant business.